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OCT 08 2019

STATE CLEARINGHOUSE

October 8, 2019

Kevin Golden
City of Los Angeles Planning Department
200 N. Spring Street, Room 620
Los Angeles, CA 90012

RE: 2005 James M Wood Boulevard Hotel –
Initial Study / Mitigated Negative Declaration
(IS/MND)
SCH# 2019099060
GTS# 07-LA-2019-02836
Vic. LA-110 / PM 21.966

Dear Kevin Golden:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project would involve the demolition of an existing commercial retail building and related surface parking at the northwest corner of James M Wood Boulevard and Westlake Avenue, for the construction of a new 6-story hotel above two levels of subterranean parking. The hotel would contain 100 rooms, approximately 100 automobile parking spaces, as well as 6 long-term and 6 short term bicycle parking spaces.

The nearest State facility to the proposed project is I-110. After reviewing the IS/MND, Caltrans has the following comments:

Caltrans acknowledges and supports infill development that aims to increase land use mix, remove surface parking, and create more sustainable communities. Please consider the following improvements to best take advantage of the project site's potential for non-motorized travel:

1. Install bike lanes in both directions along James Wood Boulevard.
2. Update all nearby intersection with continental cross walk striping.
3. Increase bicycle parking for employees and hotel guests.

Caltrans encourages the Lead Agency to consider any reduction in vehicle speeds to benefit pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality or serious injury. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles is through physical design and geometrics. These methods include the construction of physically separated facilities such as Class IV bike lanes, wide sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing. Visual indicators such as, pedestrian and bicyclist warning signage,

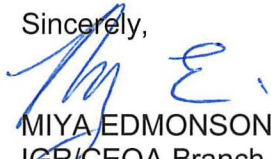
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flashing beacons, crosswalks, signage, and striping should be used in addition to physical design improvements to indicate to motorists that they can expect to see and yield to pedestrians and people on bikes.

Additionally, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2019-02836.

Sincerely,



MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse